

1. An override protocol system for assuming control and operation of an airplane operated by a pilot using conventional communication means to communicate with conventional local flight controls including a proximity transponder, an autopilot, and a local control cutoff switch, said override protocol system comprising:

said airplane traversing predetermined airspace, according to an approved flight plan, separate from a plurality of protected areas that are geographically disposed in a corresponding plurality of secure, limited-access locations isolated from any form of intrusion;

an override means for remotely taking control of said airplane;

a plurality of monitoring sensors disposed upon and throughout said airplane for generating signals for indicating that an exigent circumstance is occurring upon or within said airplane;

control means for analyzing said generated signals and for triggering immediate corrective action to remotely override control of said airplane;

a plurality of flight control centers disposed within said plurality of protected areas;

a plurality of air traffic control centers disposed throughout said airspace and spatially related to said plurality of flight control centers;

a secure communications apparatus disposed on-board said airplane for communicating and cooperatively interacting with said plurality of secure

communications apparatus located at said plurality of control centers and at said plurality of protected areas; and

said secure communications apparatus including positioning means for monitoring the progress and attitude of said airplane as it traverses said airspace.

2. The override protocol system recited in Claim 1, wherein said plurality of flight control centers uses dedicated secure electronic apparatus for routine insulation from penetration by unauthorized personnel and by unauthorized electronic transactions, and from tampering by any personnel or electronic transactions.

3. The override protocol system recited in Claim 2, wherein said plurality of flight control centers is operated by properly trained personnel with sufficiently high security clearance.

4. The override protocol system recited in Claim 3, wherein said dedicated secure electronic apparatus are separate and distinct from air traffic control operations and concomitant personnel who operate the conventional air traffic control system.

5. The override protocol system recited in Claim 4, wherein said secure communications apparatus receives input from a variety of monitoring sources for providing intelligence pertaining to speed, direction, fuel, and throttle of said airplane for being relayed to said plurality of control centers,

for prompt observation and monitoring operations that trigger an appropriate immediate response, when and if necessary.

6. The override protocol system recited in Claim 5, wherein said variety of monitoring sources includes airplane security systems and alarms, airplane controls, and airplane instrumentation.

7. The override protocol system recited in Claim 6, wherein said immediate corrective action includes disabling said airplane.

8. The override protocol system recited in Claim 6, wherein said immediate corrective action includes dumping fuel from said airplane.

9. The override protocol system recited in Claim 6, wherein said immediate corrective action includes engine-shutdown of said airplane.

10. The override protocol system recited in Claim 1, wherein said secure communications apparatus controls and manages communications between said plurality of protected areas and said airplane proximity transponder, which causes automatic activation of said airplane automatic autopilot, when and if, said aircraft encroaches upon said plurality of protected areas.

11. The override protocol system recited in Claim 10, wherein said automatic autopilot directs said airplane away from said plurality of protected areas and simultaneously alerts said plurality of control centers about said corrective action incident.

12. The override protocol system recited in Claim 11, wherein said secure communications apparatus directs communications between said plurality of control centers and said local control cutoff switch, which alternatively permits or prevents said pilot from operating said airplane using said conventional local flight controls.

13. The override protocol system recited in Claim 12, wherein said secure communication apparatus directs communications between said plurality of control centers and said airplane controls, thereby triggering remote control of said airplane.

14. The override protocol system recited in Claim 12, wherein said secure communication apparatus directs communications between said plurality of control centers and said airplane controls, thereby triggering remote activation of said fuel release control of said airplane.

15. The override protocol system recited in Claim 12, wherein said triggering remote activation of said fuel release control of said airplane causes said security personnel to promptly release all fuel or excess fuel depending upon the seriousness of circumstances related to said airplane's flight pattern and the condition and well-being of its crew and passengers, and the presence of hazardous cargo.

16. The override protocol system recited in Claim 12, wherein said secure communication means enables said plurality of control centers to remotely activate and deactivate said automatic autopilot.

17. The override protocol system recited in Claim 1, wherein said positioning means, said airplane, and said air traffic control communicate via said conventional communication means to determine changing location and progress of said airplane relative to its said approved flight plan.

18. The override protocol system recited in Claim 1, wherein said positioning means monitors in real-time said progress and said attitude of said airplane as it traverses said airspace.

19. The override protocol system recited in Claim 1, wherein said positioning means monitors in near-real-time said progress and said attitude of said airplane as it traverses said airspace.

20. An override protocol system for assuming control and operation of a surface vehicle operated by an operator using conventional communication means to communicate with conventional local travel controls including a proximity transponder, an autopilot, and a local control cutoff switch, said override protocol system comprising:

said surface vehicle traversing predetermined land and water territory, according to an approved travel plan, separate from a plurality of protected areas that are geographically disposed in a corresponding plurality of secure, limited-access locations isolated from any form of intrusion;

an override means for remotely taking control of said surface vehicle;

a plurality of monitoring sensors disposed upon and throughout said surface vehicle for generating signals for indicating that an exigent circumstance is occurring upon or within said surface vehicle;

control means for analyzing said generated signals and for triggering immediate corrective action to remotely override control of said surface vehicle;

a plurality of travel control centers disposed within said plurality of protected areas;

a plurality of transportation control centers disposed throughout said land and water territory and spatially related to said plurality of transportation control centers;

a secure communications apparatus disposed on-board said surface vehicle for communicating and cooperatively interacting with said plurality of secure communications apparatus located at said plurality of control centers and at said plurality of protected areas; and

said secure communications apparatus including positioning means for monitoring the progress and location of said surface vehicle as it traverses said land and water territory.

21. The override protocol system recited in Claim 20, wherein said plurality of travel control centers uses dedicated secure electronic apparatus for routine insulation from penetration by unauthorized personnel and by

unauthorized electronic transactions, and from tampering by any personnel or electronic transactions.

22. The override protocol system recited in Claim 21, wherein said plurality of transportation control centers is operated by properly trained personnel with sufficiently high security clearance.

23. The override protocol system recited in Claim 22, wherein said dedicated secure electronic apparatus are separate and distinct from transportation control operations and concomitant personnel who operate the conventional transportation control system.

24. The override protocol system recited in Claim 23, wherein said secure communications apparatus receives input from a variety of monitoring sources for providing intelligence pertaining to speed, direction, fuel, and throttle of said surface vehicle for being relayed to said plurality of control centers, for prompt observation and monitoring operations that trigger an appropriate immediate response, when and if necessary.

25. The override protocol system recited in Claim 24, wherein said variety of monitoring sources includes surface vehicle security systems and alarms, surface vehicle controls, and surface vehicle instrumentation.

26. The override protocol system recited in Claim 25, wherein said immediate corrective action includes disabling said surface vehicle.

27. The override protocol system recited in Claim 25, wherein said immediate corrective action includes dumping fuel from or reducing power to said surface vehicle.

28. The override protocol system recited in Claim 25, wherein said immediate corrective action includes engine-shutdown of said surface vehicle.

29. The override protocol system recited in Claim 20, wherein said secure communications apparatus controls and manages communications between said plurality of protected areas and said surface vehicle proximity transponder, which causes automatic activation of said surface vehicle automatic autopilot, when and if, said surface vehicle encroaches upon said plurality of protected areas.

30. The override protocol system recited in Claim 29, wherein said automatic autopilot directs said surface vehicle away from said plurality of protected areas and simultaneously alerts said plurality of control centers about said corrective action incident.

31. The override protocol system recited in Claim 30, wherein said secure communications apparatus directs communications between said plurality of control centers and said local control cutoff switch, which alternatively permits or prevents said operator from operating said surface vehicle using said conventional local travel controls.

32. The override protocol system recited in Claim 31, wherein said secure communication apparatus directs communications between said



plurality of control centers and said surface vehicle controls, thereby triggering remote control of said surface vehicle.

33. The override protocol system recited in Claim 31, wherein said secure communication apparatus directs communications between said plurality of control centers and said surface vehicle controls, thereby triggering remote activation of said fuel release or power reduction control to cease operation of said surface vehicle.

34. The override protocol system recited in Claim 31, wherein said triggering remote activation of said fuel release or power reduction control of said surface vehicle causes said security personnel to promptly release all fuel or power, or excess fuel or power, depending upon the seriousness of circumstances related to said surface vehicle's travel pattern and the condition and well-being of its crew and passengers, and the presence of hazardous cargo.

35. The override protocol system recited in Claim 31, wherein said secure communication means enables said plurality of control centers to remotely activate and deactivate said automatic autopilot.

36. The override protocol system recited in Claim 20, wherein said positioning means, said surface vehicle, and said transportation control communicate via said conventional communication means to determine changing location and progress of said surface vehicle relative to its said approved travel plan.

37. The override protocol system recited in Claim 20, wherein said positioning means monitors in real-time said progress and said location of said surface vehicle as it traverses said land and water territory.

38. The override protocol system recited in Claim 20, wherein said positioning means monitors in near-real-time said progress and said location of said surface vehicle as it traverses said land and water territory.